

**AGENDA**  
**TRAFFIC COMMITTEE MEETING**  
**APRIL 21, 2004 - 7:30 P.M.**  
**LOWER LEVEL CONFERENCE ROOM**  
**TROY CITY HALL**  
**500 W. BIG BEAVER ROAD**

1. Roll Call
2. Minutes – March 17, 2004

**PUBLIC HEARINGS**

3. Request for Sidewalk Waiver – 834 Trombley
4. Request for Sidewalk Waiver – 846 Trombley
5. Request for Sidewalk Waiver – 2707 Wisconsin

**REGULAR BUSINESS**

6. Section 15 Traffic Concerns  
Requested by Bruce Bloomingdale, 4264 Tallman; Dave Sysko, 4438 Yanich;  
Dave Bastian, 487 Randall; Tom DiMambro, 4292 Tallman
  7. Visitors' Time
  8. Other Business
  9. Adjourn
- cc: Traffic Committee Members, Including Ex-Officio Members  
Gary A. Shripka, Assistant City Manager/Services  
Steven Vandette, City Engineer  
Captain Dane Slater, Police Department  
Lt. Scott McWilliams, Police Department  
Lt. Robert Matlick, Fire Department  
Lori Grigg Bluhm, City Attorney  
John K. Abraham, Traffic Engineer

- and:
- Item 3 Residents within 300 feet of 834 Trombley
  - Item 4 Residents within 300 feet of 846 Trombley
  - Item 5 Residents within 300 feet of 2707 Wisconsin
  - Item 6 Residents within 300 feet of Longfellow & Tallman  
Residents within 300 feet of Longfellow & Yanich  
Residents within 300 feet of Thurber and Longfellow

## **TRAFFIC COMMITTEE**

### **MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS**

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic accidents.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

**AGENDA EXPLANATION  
TRAFFIC COMMITTEE MEETING**

**APRIL 21, 2004**

- 1. Roll Call**
- 2. Minutes – March 17, 2004**

**PUBLIC HEARINGS**

**3. Request for Sidewalk Waiver – 834 Trombley**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 834 Trombley. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The Traffic Engineer received an email from the legal advisor of the Troy Church of Christ at 800 Trombley. The church has no objection to the requested waiver.

The office also received a letter from Mr. John Casper of 751 Trombley who is in opposition to the issuance of a waiver. He feels that ensuring proper code enforcement will increase property values and that the City should not compromise on requirements (copy of letter attached).

**SUGGESTED RESOLUTIONS:**

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, George Tanner has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a \_\_\_\_-year waiver of the sidewalk requirement for the property at 834 Trombley, which is owned by George Tanner.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 834 Trombley, which is owned by George Tanner.

#### **4. Request for Sidewalk Waiver –846 Trombley**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 846 Trombley. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The office also received a letter from Mr. John Casper of 751 Trombley who is in opposition to the issuance of a waiver. He feels that ensuring proper code enforcement will increase property values and that the City should not compromise on requirements (copy of letter attached).

The Traffic Engineer received an email from the legal advisor of the Troy Church of Christ at 800 Trombley. The church has no objection to the requested waiver.

#### **SUGGESTED RESOLUTIONS:**

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, George Tanner has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a \_\_\_\_\_-year waiver of the sidewalk requirement for the property at 846 Trombley, which is owned by George Tanner.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 846 Trombley, which is owned by George Tanner.

**5. Request for Sidewalk Waiver – 2707 Wisconsin**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 2707 Wisconsin. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

**SUGGESTED RESOLUTIONS:**

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, George Tanner has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a \_\_\_\_-year waiver of the sidewalk requirement for the property at 2707 Wisconsin, which is owned by George Tanner.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 2707 Wisconsin, which is owned by George Tanner.

### **REGULAR BUSINESS**

#### **6. Section 15 Traffic Concerns**

Residents of Section 15 represented by Bruce Bloomingdale, 4264 Tallman, Dave Sysko 4438 Yanich, Dave Bastian, 487 Randall and Tom DiMambro, 4292 Tallman have raised several traffic concerns in Section 15 of the City. Section 15 is the square mile that is bounded by Livernois, Long Lake, Rochester and Wattles. Concerns include:

- a. Speeding all along the length of all four streets (Leetonia, Randall, Tallman and Longfellow
- b. Pedestrian safety around Leonard elementary school
- c. Cut-through traffic down Leetonia and Randall to Tallman to Longfellow

Speeding concerns were maximum between 4PM and 6PM on weekdays and during school arrival and dismissal times.

Mr. Bloomingdale and his neighbors expressed their traffic concerns at a City Council meeting related to Council approval of a new residential subdivision at the end of Tallman Street that would add around 20 homes in the area. At the meeting City Council expressed a desire to take a closer look at the residents' traffic concerns. As a result, Councilman David Lambert, City Manager John Szerlag and the Traffic Engineer met in mid-February with the resident representatives of Section 15 to discuss traffic concerns.

At the meeting, all the above-mentioned concerns were discussed in detail and a presentation on the Neighborhood Traffic Harmonization Program was also made. The residents would like to pursue the NTHP; however, as a first step would like to see more STOP signs installed to reduce speeds and cut-through traffic in the neighborhood. The traffic engineer explained that STOP signs, particularly multi-way, are installed *after* a study is performed to determine if state-mandated thresholds (called warrants) are met for the intersections. The traffic engineer also distributed information on how unwarranted STOP signs have not been demonstrated to reduce speeding on residential streets, and some literature on how unwarranted STOP signs may cause more crashes and provide a false sense of security to pedestrians using these intersections (all materials are attached for the reference of the committee).

A Traffic Information Survey was given to the residents to pursue the NTHP. On February 19, 2004, the core group of resident representatives also submitted a list of intersections that they would like to be converted to all-way STOP sign controlled. Following are the intersections:

- a. Leetonia and Tallman
- b. Randall West and Tallman
- c. Randall East and Tallman
- d. Longfellow and Tallman
- e. Longfellow and Yanich
- f. Thurber and Longfellow

Since STOP sign studies require some time, core group was informed that the intersections have been added to the list of studies to be done by the Traffic Engineering Department, and the results will be presented to the Traffic Committee when available for their consideration and recommendation to City Council.

Sgt. Redmond reports the following enforcement activities in the section: They received no complaints in 2003 regarding speeding in that area. Their records indicate that a radar trailer was utilized on Longfellow on September 10, 2003, between the hours of 7:20 am and 8:19 pm. The average speed was 24.9 mph; the high speed was 41 mph (two vehicles) as recorded by the trailer.



In 2001 and 2002, the Traffic Safety Unit did conduct selective speed enforcement in the area. The results are as follows:

- Longfellow - 12 speed citations issued (December 13, 2001 and February 1, 2002)
- Tallman - No citations issued (monitored on February 6, 2002)
- Leetonia - 3 citations issued (May 8, 2002)

City and Police staffs are working with Leonard Elementary School continually to ensure safety of pedestrians who walk to the school. The last study of pedestrian safety resulted in the City hiring an adult crossing guard to enhance safety of pedestrians, particularly kids walking to school. Observations this month also indicate that these measures and the school safety patrol are working effectively to ensure pedestrian safety.

Traffic volume studies indicate that the roadways in this mile section carry between 300 and 1650 vehicles in a day. The subdivision has around 825 homes, and the observed traffic volumes are consistent with what can be expected in such a residential area. Traffic volumes on Troy residential streets range between 80 and 5,000 vehicles in a day.

Three of the all-way STOP sign requests were considered at the March Traffic Committee meeting. The Committee recommendations were:

1. No changes at Leetonia and Tallman.
2. Replace the YIELD sign with a STOP sign on westbound Randall at Tallman.
3. Replace the YIELD sign with a STOP sign on eastbound Randall at Tallman.

The last three intersections listed earlier are on this agenda for consideration: Longfellow and Tallman, Longfellow and Yanich, Thurber and Longfellow.

**a. Longfellow and Tallman**

Residents feel that Longfellow is a half-mile stretch that carries cut-through traffic and has no STOP signs.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*

- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

Traffic volume counts indicate that there were 562 vehicles in a day westbound on Longfellow at Tallman. Tallman northbound at Longfellow was around 1050 vehicles in a day, and southbound was around 630 vehicles in a day. Analysis of the traffic crash history shows no reported crashes at this intersection in the past 4 years.

Traffic crash history and traffic volumes indicated that 4-way STOP sign warrants as mandated by the MMUTCD are not met for this intersection. This intersection has a designated crosswalk for school kids to cross Tallman to get to Leonard Elementary School. The City employs an adult crossing guard at the intersection to ensure pedestrian safety during school arrival and dismissal times.

SUGGESTED RESOLUTIONS:

- a. Recommend installing three-way STOP signs at Longfellow and Tallman.
- b. Recommend installing STOP sign on Longfellow at Tallman.
- c. Recommend no changes.

**b. Longfellow and Yanich**

This is a four-way intersection around midway on Longfellow between Tallman and Rochester Road. The Traffic Committee considered a request for four-way STOP signs in July of 2000. The committee recommended no changes to the intersection and suggested pursuing the Neighborhood Traffic Harmonization Program. There are YIELD signs on Yanich at Longfellow to assign right-of-way at the intersection.

Traffic volumes on Yanich at Longfellow were around 430 southbound and around 600 northbound in a day. Longfellow had around 500 vehicles eastbound and westbound at Yanich. These volumes are very typical of traffic volumes on Troy residential streets that usually range from 50 to 5000 vehicles in a day.

A traffic crash analysis shows that in the past four years the following crashes occurred near the intersection.

- a. Two crashes in 2000 – One was a hit-and-run involving a parked car, one was a broadside crash that involved a vehicle on Yanich that disregarded the YIELD sign and struck a vehicle on Longfellow.
- b. One crash in 2001, 500 feet west of Yanich, involving a vehicle damaging a parked vehicle.
- c. One crash in 2002, again involving a parked vehicle.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

Traffic crash history and traffic volumes indicated that 4-way STOP sign warrants as mandated by the MMUTCD are not met for this intersection.

SUGGESTED RESOLUTIONS:

- a. Recommend installing all-way STOP signs at Longfellow and Yanich.
- b. Recommend installing STOP signs on Yanich at Longfellow.
- c. Recommend no changes.

c. **Thurber and Longfellow**

This 3-way intersection is on Longfellow, between Yanich and Rochester Road. Traffic volumes on Longfellow were around 500 in each direction and on Thurber around 300.

Traffic Crashes in the vicinity of the intersection include 3 crashes involving parked cars but none at the intersection. All the 3 were hit-and-run crashes where reports were made after damages to the vehicles were noticed.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

Traffic crash history and traffic volumes indicated that 4-way STOP sign warrants as mandated by the MMUTCD are not met for this intersection.

**SUGGESTED RESOLUTIONS:**

- a. Recommend installing three-way STOP signs at Thurber and Longfellow
  - b. Recommend installing a STOP sign on southbound Thurber at Longfellow.
  - c. Recommend no changes.
7. Visitors' Time
8. Other Business
9. Adjourn